

May 31, 2007

Via email

Mr. Bart Croes  
Division Chief  
California Air Resources Board  
1001 I Street  
Sacramento CA 95812

Re: Proposed Early Actions to Mitigate Climate Change in California

Dear Mr. Croes:

Thank you for the opportunity to comment on the State's Proposed Early Actions to Mitigate Climate Change in California. This effort will contribute significantly to the overall strategy to reduce greenhouse gases in the state. The following comments are offered for your consideration.

The report includes 3 tables: Table 1, Group 1 – Early Action Measures; Table 2, Group 2 – Additional GHG Reduction Measures Underway or Initiated by ARB in 2007 – 2009 Period; and Table 3, Group 3 – ARB Air Pollution Controls for 2007 – 2009 Adoption with Potential GHG Reductions or Other Climate Co-Benefits. Relative to the measures in Group 1, which will be adopted and implemented by January 1, 2010, SCAQMD staff recommends including a measure to accelerate hybrid penetration, as this technology is already well developed and readily available. At a minimum, this measure should be added to Group 3 if it is not added to Group 1. In addition, the measure on Low Carbon Fuel Standard (1-1) needs to be evaluated in light of the recent Stanford study regarding potential negative implications of E-85.

For Group 2, it would be very helpful for CARB staff to identify years for adoption and implementation for each measure to enable a better sense of priority. Providing preliminary information for potential reductions would also help to understand these measures and their relative benefits. Measure 2-16, Port Electrification should be moved to Group 3 as part of the port measures. There are also several measures that SCAQMD staff would like to see adopted by 2009, not just underway or to be initiated. These are measures 2-9 - Energy Efficiency, 2-13 – Transportation (light-duty vehicle standards), and 2-14 – Transportation (heavy-duty vehicle emission reductions and efficiency improvements).

For Group 3, there are SIP measures in the SCAQMD 2007 Air Quality Management Plan that should be added:

- Evaporative Emission Standards for Recreational Boats and Off-Road Recreational Vehicles; and
- Auxiliary Ship Engine Cold Ironing.

In addition, CARB staff should consider adding one of the SCAQMD measures in the 2007 Air Quality Management Plan – Accelerated Use of Plug-In Hybrids for Light- and Medium-Duty Vehicles, if it is not added to Group 1.

The report also includes tables in Attachment A with the status of assignment to Groups 1, 2, or 3, or deferred to the Scoping Plan. Sixteen of the 24 items in the table are deferred to the Scoping Plan, which is not due for another 18 months. SCAQMD staff recommends that work on these concepts be initiated right away so emission reductions can be realized as soon as possible.

SCAQMD staff also concurs with comments made at the April 30<sup>th</sup> Environmental Justice Advisory Committee meeting that the report could be improved by adding information on the more than 70 proposals received and the reasons why many ideas were not included in this report.

Thank you again for the opportunity to contribute to this important policy document. If you have any questions or would like to discuss this further, please call me at (909) 396-3104 or Elaine Chang at (909) 396-3186.

Sincerely,

Jill Whynot  
Planning and Rules Manager

EC:JW

cc: Alberto Ayala, CARB  
M. Robert, CARB